

Deckhand scheme goes on

FLEETWOOD'S owners' association has been refused a Manpower Services Commission grant towards providing work for five young deckhands under the Government's Work Experience Scheme because of opposition by the Transport and General Workers' Union.

Mark Hamer, Fleetwood Fishing Vessel Owners' Association general manager, said they were bitterly disappointed over the union's attitude.

He added: "It's very important for boys who have left school to be offered work or training opportunities. It is not as though we are talking of large numbers. Ultimately we are going to find ourselves in a position where younger men are no longer coming into the industry."

However, the Transport and District Union's Fleetwood organiser, Alf Davies, said that unemployment in the fishing industry was so high the scheme should never have been started.

He explained: "Unless they push somebody else out of a job these lads have no future in fishing. Untold numbers of jobs have evaporated over the last three years and many of the men are still on the dole. If there is any retraining to be done it should be of the unemployed."

However, the scheme is to go ahead with a White Fish Authority grant.

TORY PARTY SETS OUT FISH POLICY

THE CONSERVATIVE party has promised to give "top priority" to the issue of Britain's fisheries if it is returned to office.

Mrs. Thatcher, Conservative leader, said in a policy statement this week that the party was determined "to support to the full the interests of British fishermen."

It says that Common Market proposals on the fisheries issue fall a long way short of what Britain requires and the Government has been right to regard them as totally unacceptable.

"But Labour's obstructive attitude to Europe on many other matters has meant that our partners are inclined to be less co-operative on issues vital to British interests, such as fishing."

"Our policy is quite clear. John Peyton [Shadow Fisheries Minister] has said on many occasions that any fisheries settlement must

satisfy five basic requirements:

"First, it must reflect the fact that more than half of the available stock to the Community 'Pond' comes from British waters."

"Second, it must take account of the fact that the international move to 200-mile limits has deprived our fishermen of access to many of their traditional grounds."

"Third, not only should the total allowable catch be limited in the interest of conservation, but there must be clear and practical rules to control the amount of fishing and the methods used."

"Fourth, coastal states

should have sole responsibility for control over their waters since they alone have the knowledge, capability and will to enforce the rule."

"Fifth, the rights of inshore fishermen must be safeguarded."

The statement says that if Britain cannot obtain early agreement from its European partners "it will be necessary to bring in further conservation methods, hopefully in liaison with Brussels but, if necessary, unilaterally."

However, it does not elaborate on how the five requirements can be met.

'Chain up' poachers

ANY PURSE seiner or trawler caught fishing illegally for mackerel within the three-mile limit off the Devon Sea Fisheries Committee.

"We must be bloody minded and do something spectacular to show that we intend to fight for what we believe in," said Plymouth city councillor Reg Glinn.

Marcel Gallin, chairman of Torbay and Brixham Fish Ltd., said that arresting and chaining a vessel was the practice years ago. He said that, if it was still a legal method, the fishery officer Harry Worden should be given the authority to enforce it.

Trawlers or seiners arrested would be kept chained until such time as a court appearance could be arranged.

Mr. Worden said he thought chaining up offenders was a good idea, but warned that some of the seiners were massive, with large crews, and the actual arrest and chaining could be "difficult."

The committee decided to seek personal talks with Fisheries Minister John

October 20, 1978
THE GRIMSBY middle-water trawler Okino was severely damaged by an engine room fire on Thursday last week which was so fierce that Skipper David Vennev ordered the entire 13-man crew into the lifeboats. He feared Okino might explode.

About an hour after abandoning the 11ft. vessel in the force winds, the men were picked up by the Norwegian vessel Hauglytt which answered the trawler's Mayday call.

The only serious injury was to chief engineer, Lennie Pye of Grimsby, who suffered badly from burns. A helicopter from RAF Lossiemouth flew a doctor to him on board Hauglytt and he was later airlifted to Aberdeen Royal Infirmary where he was said to be progressing well this week in the burns unit.

Okino, owned by H. L. Taylor Ltd., had left Grimsby on October 8, and was working the grounds to the north-west of Foula, off the Shetlands, when the accident occurred.

The drama began about 5 a.m. with a small explosion in the engine room, immediately followed by the fire.

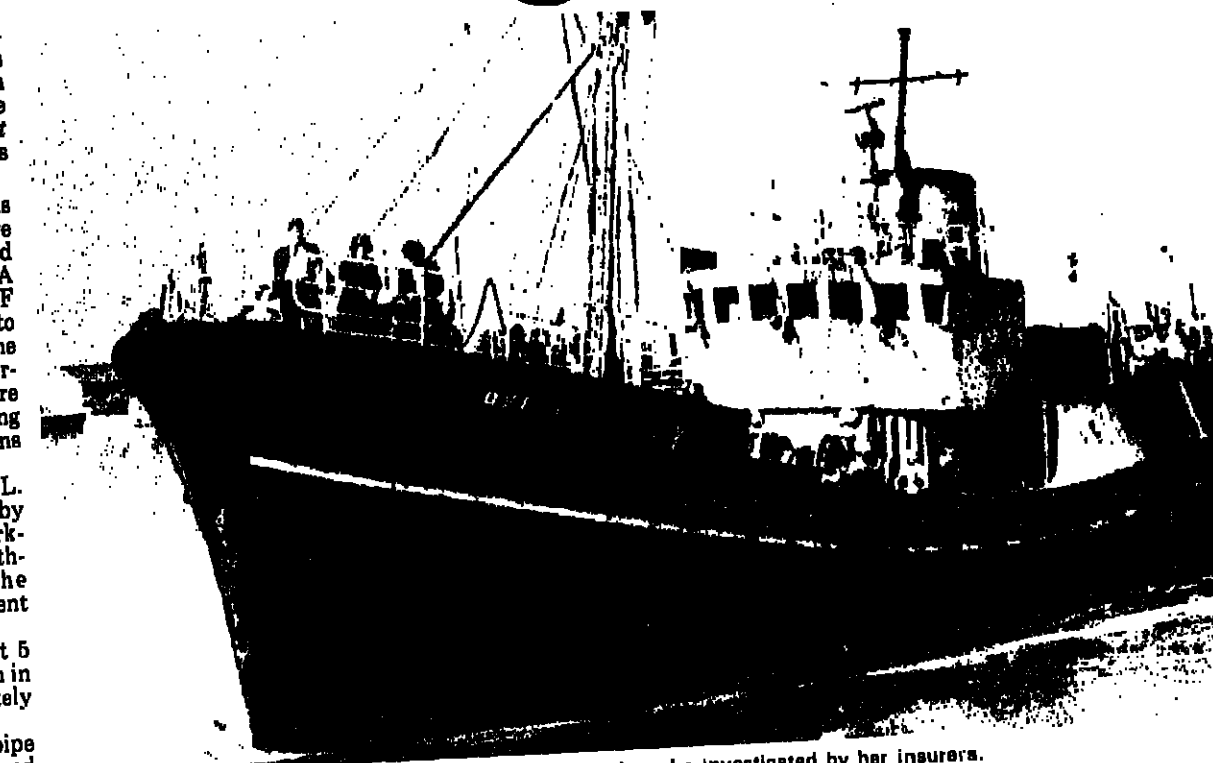
It is thought that a pipe carrying diesel fuel split and fuel oil gushed on to the main engine.

All attempts to bring the fire under control failed and two hours later the vessel sent out the Mayday call, saying that the crew was taking to the rafts.

Two men remained aboard for a while, but as the fire worsened they were also forced to abandon ship.

Skipper Vennev and the

Crew abandons blazing 'Okino'



Okino — towed to Lerwick, Shetland. The fierce blaze is to be investigated by her insurers.

other 11 men were put ashore at Scalloway later the same day and taken to the seamen's mission, where transport was arranged for the return trip to Humber-side.

Skipper Vennev said his crew had tried all they could to control the fire before he had given the order to abandon ship in the interests of safety.

A number of other vessels went to Okino's aid but there was little they could do in the sea conditions. Eventually, the oil rig tender Oil Hustler managed to get a line aboard and took her in tow.

Oil Hustler took the 16-year-old trawler to the north

TALKS IN NORWAY

FINN Gundelach, the EEC Commissioner, held several days of talks in Norway this week to try to agree new guidelines and procedures for negotiating quotas for North Sea fish.

Negotiations on 1979 quotas start in Brussels next month.

The talks were with Jen Evensen, Norway's Law of the Sea Minister.

Mr. Gundelach said some progress had been made in bringing Norwegian and EEC fisheries policies closer. But Mr. Evensen made it clear that no turning point had been reached.

The Commissioner believed the chances were good now of bringing the matter to a successful close, with Britain's signature included.

He disputed the view that the EEC's fisheries policy was in chaos, pointing out that it took five years to reach agreement on an agriculture policy, while fishing talks had been going only for two.

And he described the controversy about his exchange of letters with John Silkin, the U.K. Minister, as "a storm in a teacup."

AN ORDER worth about £17,000 has been received by Dunlop GRG Division's Marine Safety Products factory near Wigan for 100 inflatable boats from the Canadian Government's Department of National Defence.

The boats to be supplied consist of three-man reconnaissance boats and 10-man diving boats. Half the order will be shipped this year, and half in 1979.

Celtic Sea ban — arrests made

TWO IRISH trawlers were arrested off Dunmore East last week as the Celtic Sea ban on herring fishing was enforced by the Irish Government.

Skipper Frank Scallion was arrested when his trawler, Anna Maria II, was boarded off Baginbun Head. Irish naval officers escorted him into Waterford and seven other Irish trawlers sailed with him in protest.

The arrest was carried out by the protection vessel Grainne and, the following day, Setanta arrested Skipper Noel McDonagh and his small drift-netter, Sefarer, while fishing for herring within Waterford Harbour. He was one of 35 small boats drift-netting at the time.

Strong complaints against the action were issued by the Irish Fishermen's Organisation, which, in what is becoming almost a routine action, condemned the Minister for Fisheries, Brian Lenihan.

Chairman Joey Murrin said the Minister should close the Celtic Sea to all fishermen — Irish included — for pelagic fish. It was the only answer.

Single landing

THOMAS Hamling's St. Giles (Sk. J. Humphrey), made £38,163 for 1,108 kits including 118 kits of haddock at Hull last week. She was the only wet fish vessel landing at the port last week and had been on a 25-day Bear Island/Norway Coast trip. She averaged £40.99 per kit for its codstuffs.

MP goes seining

GRIMSBY'S MP, Alan Mitchell, had a taste for life aboard a Grimsby anchor-seiner over the weekend.

Before he was elected April last year, Mr. Mitchell promised his voters he would sample life at sea as a fisherman and had so (as a fisherman) before he was elected.

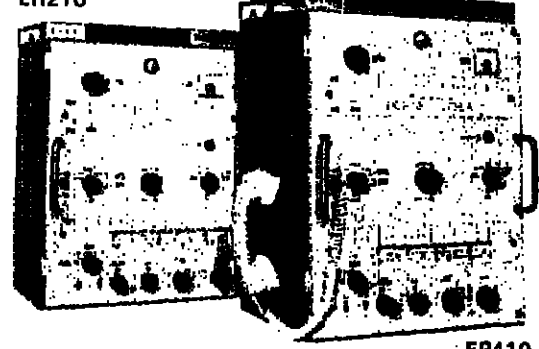
The snag about this was that Mr. Mitchell's first experience of life at sea was as a fisherman. This meant the experience was a bit of a disappointment for the former politician as he had no previous experience of life at sea. He was, however, a good seaman and a good fisherman.

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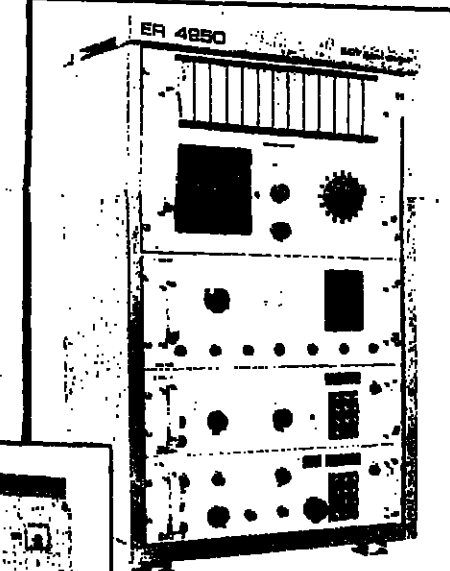
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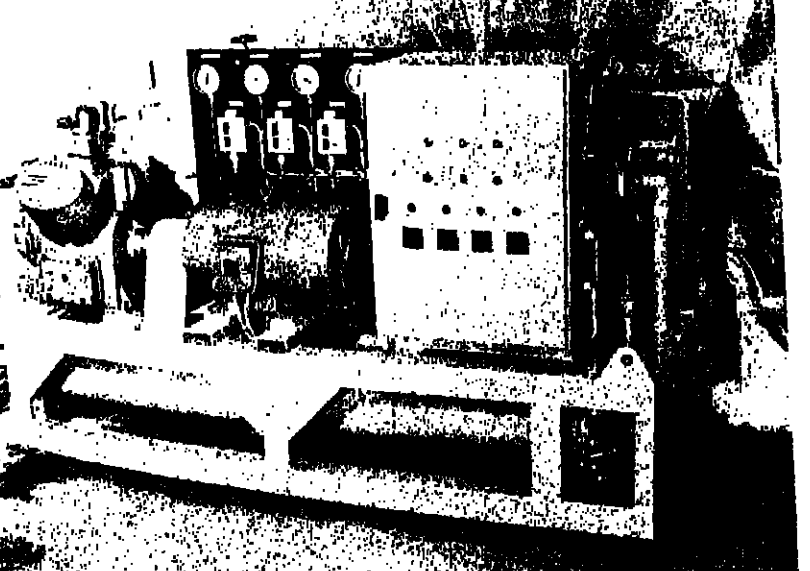
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Gun range will shut us down

SIR, We, the fishermen of Ravensglass, Cumbria, are in need of some support. As you are aware, the Ministry of Defence has control of large areas of the western seaboard of the UK, preventing access by inshore fishermen to pursue a living.

Yet another closure is about to take place. The proof and experimental establishment Eskmeals, in Cumbria, hopes by local country bye-law to "restrict certain activities" — i.e. fishing within a five nautical mile radius west of the establishment of the boats operating from Ravensglass — my own included.

The area in question is almost the total fishing ground — we would be finished.

In the past very little protest has been made when the Ministry has secured other areas. Mainly, like ours, the communities are small and have had no voice to protest. But now our deep-sea industry is almost totally run down, surely we should be able to fish more readily on our own in-shore waters.

We do not hold out much hope for ourselves; we are only a small minority compared with the Ministry. But this is not the real point which is, in the future, how many more small communities of fishermen are to be ruined by the activities of the Ministry of Defence?

It would be interesting to know exactly how many sea miles of good fishing grounds are closed in the UK. In our area of the North Irish Sea, Luce Bay is closed for more than half the year. Wigtown Bay is closed permanently and fishing is prohibited on a stretch of west coast off the Isle of Man.

I know there are areas off the Welsh and Pembrokeshire coasts restricted the same way but do not have any details.

Anyway, who wants a gun range step next door to one of the biggest bangs in Europe — Windsoale?

MIKE JOHNSON (SKIPPER)
Honny House,
Ravensglass,
Cumbria.

SFO did not buy pumps

SIR, It is not my intention to conduct a dialogue with a member of the Scottish Fishermen's Organisation through your pages, but the inaccuracies contained in your article (page 2) in last week's edition cannot be allowed to pass without comment.

The SFO has never spent £38,000 on fish pumps as claimed by Mr. MacLean. The SFO did enter into a joint venture with a Danish consortium to transport sprats to Denmark and pumps were brought in from Norway to discharge the boats.

These pumps are used with great success by the Norwegians for discharging capelin but because of the

smaller fish holds of the vessels fishing sprats the pumps did not meet the performance promised. The pumps were then returned to the makers in Norway and they have since been sold to Canada.

The SFO did invest £26,000 in Scoffaro, but it should be pointed out that the Government invested a further £676,000 and gave the firm a loan of £250,000.

It is, of course, disappointing that despite these injections of cash the firm failed. I wonder, however, if Mr. MacLean has spoken to any of the skippers involved in the shrimp fishery for whom a market was assured till other processors increased their capacity or the scallop fishermen on the west coast who again depended on Scoffaro.

LETTERS

I would suggest to Mr. MacLean that £26,000 was a small price to pay to retain viable fishing fleets in Islay, Tarbert, Carradale and Campbeltown not to mention the Peterhead vessels which fished for shrimps.

As far as spending money in Peterhead is concerned, it has to be pointed out to Mr. MacLean that the SFO is the largest single shareholder in the Peterhead Ice Co. which was last year expanded to ensure sufficient ice for vessels using Peterhead such as Mr. MacLean's.

I am glad, however, that Mr.

MacLean recognises the valuable job the SFO has done in reducing oil costs in his home port, but am disappointed that he chooses not to fuel at the SFO's Peterhead Oil Depot on a regular basis.

I hope in future that Fishing News will make some attempt to check the facts it prints before it rushes off to press.

JAMES LOVIE
Chairman/Chief Executive
Scottish Fishermen's Organisation,
Braehead,
601 Queensferry Road,
Edinburgh EH4 6EA.

Editor's note: Allegations contained in the article were presented to the SFO prior to publication. It declined to comment.

Let's find out the facts on factory ship

SIR, The subject of the letter headed "They're welcome", Fishing News, October 13, is obviously fast becoming a national and political issue in which I have no desire to get involved. However, I feel that I could be in a position to make some observations that, I, as a commercial scallop and crab fisherman diver, have seen first hand.

Whilst engaged in diving in the vicinity of the factory ships and, indeed, as far away as several miles from them, it is becoming a normal occurrence to find dead and decaying mackerel littering the sea bed. On calm days the surface of the sea shows a distinct oily film, which invariably adheres to my wet suit and leaves a very offensive smell.

The point here that must be considered relative is that this has not been the case in recent years and I, for one, would feel justified in laying the blame for a poor following season's prawn fishing over the grounds having made these observations.

Your reader is correct in his statement that Ullapool has been a herring centre for over 300 years, but his remarks that foreign "processed products" must be clarified. It was only

last year that factory ships appeared in our loch and the feeling among the fishermen here is that the pollution and obvious decline in fishing is attributable to these huge mackerel-devouring ships.

We, as fishermen living in Ullapool, rely on prawn creel fishing for our existence. Surely we have some right to protection for our static gear and our

environment. I wonder if your reader would be so receptive to the situation if his salmon net presented the same risk as prawn creels shot in deep water on a clean bottom?

It is blatantly obvious that fishermen as a whole will achieve nothing if we are not united and go about things in an organised manner, neither will we arrive at a solution if we split the camp into a "them and us situation."

So what about one of the big organisations arranging a fact finding mission before we face the same problems again next year?

DAVE SMYRL
Skipper, Golden West (L151),
19 Morefield Place,
Ullapool.

On consultation with similarly affected fishermen, we agreed that government legislation and implementation of tougher policies are required to alleviate the situation occurring in Ullapool, Cornwall, Whitby, Fish Clyde, and other places where illegal vessels are threatening the way of life of many on small legal vessels.

Implementation of strict laws would ensure that there would be a future in the industry, which, with some conservationist policies, increase, not decrease employment possibilities when they regenerate.

We would be interested in correspondence from other inclined people.
E. MCVICAR and
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"The Cottage",
Rothsay,
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GRIMSBY BIDS FOR ICELANDIC COD

BRETINOUR, the first Icelandic trawler to land a wet fish catch at Grimsby since the ban there was lifted a fortnight ago, arrived on Wednesday and landed on yesterday's market.

Details of the turnout and pricing were not available when Fishing News went to press, but the five-year-old trawler was expected to top £50,000 from a reported 1,600 kits, including more than 1,000 kits of cod.

Bretinour landed her catch through the Fylkir Ltd. agency, which on Monday had to direct the Icelandic trawler Stalk from Grimsby to Hull because of heavy landings from the Grimsby North Sea fleets and shortages of landing labour.

The vessel landed at Hull through agents Boyd Line and Monday's turnout of 607 kits sold for a total of £26,997. Kit averages for Monday included: £43.39 for codstuffs and £42.80 for 180 kits of haddock.

After the discharge of Stalk had been completed

on Tuesday, she had landed 1,444 kits, which grossed £50,716. A difference in the quality of the vessel's boxed and bulk fish was reflected in the market demand.

High-quality boxed codstuffs averaged £43.39 per kit on Monday, but the Tuesday kit average for the remainder of the bulk cod and codling fell to £26.89.

Minimum

A small amount of the end started off around the £40 per kit mark at the Tuesday auction, but prices later went down to the £26 minimum to first hand buyers: 170 kits went to salters.

HUT's part-freezer Lord Nelson, back from Bear Island and the Norway coast, made £23,446 for 739 kits of wet-fish on Tuesday. She also brought 190 tons of frozen fish.



THIS magnificent display of fish was the centre of attention at the annual Billingsgate Harvest Festival Service, which was held in the parish church of Billingsgate, St. Mary at Hill, on October 8.

The display, in the church porch, included fish of various shapes and sizes which were set against a background of nets, ropes and seaweed to remind the congregation of the men who bring in the sea harvest.

Fish industry representatives and civic dignitaries attended the service, which was conducted by the Rev. B. A. C. Kirk-Duncanson, Rector of the church. Billingsgate merchants donated the fish, which went to charity.

Fleetwood on 'knife edge' over supplies

TALKS on the possible measures to bring a solution to the Fleetwood fishing industry's problems were held at Hull on Monday.

With the fleet now down to an all-time low, principals of the port's five big remaining companies met to find means of increasing local supplies. Landings by French and Icelandic vessels had sustained Fleetwood but there has been a big decrease in such landings.

Peter Hewett, manager of the Hewett Fishing Co., said: "Unless we get enough fish through the docks the job's a goner."

His sentiments were echoed by Neil Parkes, deputy chairman of Boston Deep

Sea Fisheries, who said that to keep the port going strenuous efforts would have to be made to attract foreign trawlers which would help meet the burden of dock and port dues.

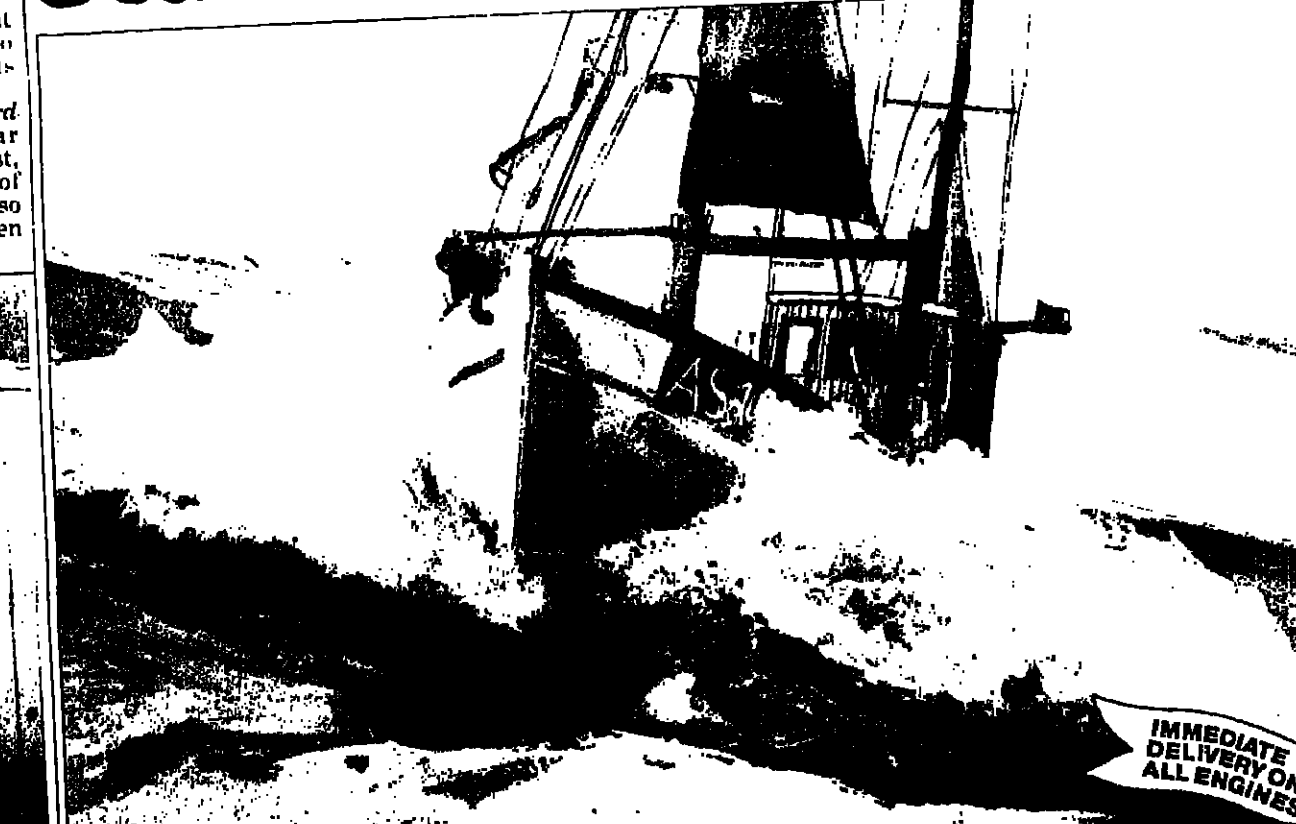
Foreign

"The port's economy is balanced on a knife edge. The whole future of the fish dock depends on getting in enough fish to pay for the port's infrastructure. In the short term the port's survival depends on foreign fish."

On the agenda at the meeting was the question of who pays for the port's facilities while seven local trawlers are mackerel fishing in the south-west.

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Portraits of five men, likely the representatives mentioned in the text, are shown in a row.

Don't cut hull costs to the bone

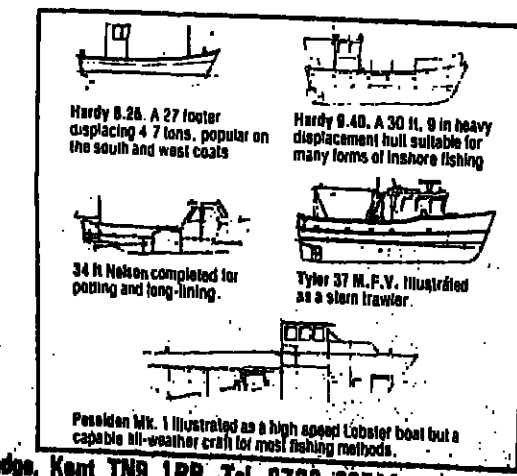
Building and fitting out a fishing boat is far from cheap, and no fisherman worthy of the name economises on nets, equipment or electronics — they are tools of the trade. All the more surprising then that some owners shop around for the cheapest hull on the market, ignoring potential maintenance costs, durability and even the safety of life and limb.

Tyler hulls are not cheap. But we firmly believe that they are the best. We employ the best designers, we use the best glass and resin materials and our moulding techniques have been proven on the seven oceans of the world. Small wonder that discriminating fishermen, pilotage authorities and public services turn to Tyters for rugged reliability.

Fishermen agree that you get out of fishing what you put in, whether it is money, effort or skill. So only the best — not the cheapest — is good enough.

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Tyler Mouldings Company offer hulls and superstructures suitable for fishing and commercial craft from 18 to 75ft.



Hardy 8.25, A 27 footer equipped with 4 7 footers, popular on the south and west coasts

Hardy 8.40, A 30 ft, 9 in heavy displacement hull suitable for many forms of inshore fishing

34 ft Nelson completed for potting and long-lining

Tyler 37 M.P.V. illustrated as a stern trawler

President 14 ft, 1 illustrated as a high speed lobster boat but a capable all-weather craft for most fishing methods

All Tyler fishing vessel mouldings can be supplied to comply with Lloyd's and M.F.A. requirements.

Tyler Mouldings Ltd., Marley Road, Tonbridge, Kent TN9 1PR. Tel. 0732 30611

'WINGLESS WONDER NET IS A COPY'

SIR, May I draw your attention to the recent series of advertisements by Dantawill for their new "Wingless Wonder" mid-water trawl, and your page 17 article, Fishing News, October 6, on the same net.

The name "Wingless Wonder", as well as the basic concept of the trawl, have been in common use by the Boris Net Co. Ltd. of Fleetwood for many years.

The first net was made for George Watt, Fraserburgh, at a time when continental net manufacturers were working with 96in. and 108in. meshes. The net proved very successful with medium-powered vessels and is still fished in the Firth of

Clyde as the "Wingless Wonder".

There are two models of trawl in use at the W. J. Strichen in Hull on last night's course, where it is known and recognized as the "Wingless Wonder".

Boris has been an industry in net design for many years, and it is gratifying to see another net manufacturer copying not only his own trawl design, but also his name. It is a bit of a pity that imitation is the sincerest form of flattery.

R. F. MATTHEWSON
Boris Net Co. Ltd.
Strichen,
Aberdeenshire

Mackerel

From page one

Most of the vessel's fishing in Cornwall has taken place off Mount Bay and Wolfe Rock — but now the fish are moving over to the Scillies.

The chaos which surrounded landings by the influx of boats last year now looks like being eased at Falmouth with the operation set up by Clenham. Working in conjunction with the Falmouth Docks Engineering Company, Clenham is managing a service which offers landing facilities for up to three vessels at a time.

Fish pumps have been installed which are able to discharge directly into waiting rail wagons. A complete back-up service is offered, including transhipment, berthing, repairs and fish sales.

Bunkering facilities are available at an adjacent quay through Falmouth Docks Engineering.

The operation has taken nearly two years of negotiations to set up. Ken Knights of Clenham stressed that the service was open to all. "We have had excellent co-operation from the commercial manager of Falmouth Docks, Denis Pascoe, and we are ready to handle fish on a large scale," he said.

By Monday afternoon, the waiting Eastern Blue factory ships were starting to take fish from the vanguard of the Boyd fleet and Ben Wyvis from Aberdeen. Also on the grounds was the Irish-registered purse seiner *Speedy Magua*.

Along with Arctic Corsair, Boyd had Arctic Challenger on the grounds and was expecting the arrival of Arctic Reiver. The big freezer Arctic Galliard and Arctic Buccaneer are also on the mackerel, but their catches are being transferred on to reefers at Milford Haven.

The Boyd operation is being directed from an eyrie in the St. Michael's Hotel at Falmouth. Telex and radio telephone systems have been installed and former skipper John Wilson is contact man for the fleet.

It could still be some weeks before the majority of the factory ships and catcher vessels move down to Cornwall. The mackerel off Milford is reported to be in good shape and two Japanese factory ships now flying the Irish flag are expected to sit off Scotland for three weeks more before moving south.

On Tuesday the factory ships at Falmouth and the Clenham landing base were deserted.

ROPES SNAP AS PAIR TEAM LOSES MASSIVE CATCH

THE GRIMSBY pair trawler Green Valley lost a massive single haul of fish, thought to have been at least 500 kits, when her trawl burst under the weight of the catch during the trip she landed at Grimsby last week.

Her skipper, Roger Younger, told *Fishing News*: "The weight was tremendous because it just ripped the



Green Valley — still in the money despite losing 400 kits.

trawl straight off the bobbins as we tried to get it on board. It was certainly the biggest single haul I've ever seen while I've been pair fishing."

Green Valley and her partner Gaiser (Skipper Mike Clark) were working in a force eight westerly gale in the deep water between the Middle and Outer Roughs when the catch was made.

The trouble started when a rope from the winch to a becket around the trawl sleeve parted as Green Valley gingerly tried to get the gear aboard, leaving the huge weight of fish inside the sleeve suspended from the mouth of the trawl.

They managed to get the headline in and pinned to the rails, but as soon as the crew began to lift the ground rope and bobbins the net tore away.

An attempt using a heavy duty towing rope bent around the trawl failed when the nylon melted on the whipping drums through friction, and to the crew's astonishment that rope also parted under the weight.

By now fish were spilling out of the trawl, commingled with dogfish and big cod, and with such a large haul literally disappearing before their

eyes the crew worked feverishly in difficult rolling conditions to save what they could.

Eventually they got a hold on to the halving becket on the cod end before they could begin to take in fish in any quantity, in a struggle lasting five hours.

Skipper Younger said: "The fish were everywhere, I suppose we were lucky to save what fish we did considering

the weather. We probably managed to save about 12 kits."

After this incident the weather worsened and the team suspended operations, but when they returned in course, the fish had gone.

The only consolation for Green Valley was a £30,000 grossing from a £30,000 net while Gaiser took £15,257 from 401 kits, through the Danbri agency.

The weather was not the only factor in the loss of the haul. A disused Nato wharf on the facing shore of the River Tordou is being considered as a live-storage unit for codger crab, aimed at the European export market.

Catches would be stored in a man-made tidal lagoon on the landward side of the jetty.

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October 20, 1978

MILFORD Haven's traditional trawler industry struggles to stay afloat, a young ex-Navy officer believes a vast shellfish industry can be established from the waters off Wales.

Lt. Cdr. Cyril Morris (38) has made the first vigorous moves towards establishing a major shellfish landing, storage and processing complex which he believes will bring a new fleet of fishing boats into Pembrokeshire Dock with tons of crab, queen scallops and other catches.

Parliamentary backing, as well as local government support, is being sought for the project at the Admiralty's Llanion oil fuel depot and jetty where Britain's first nuclear warship, *Warrior*, is now moored. The depot is being relinquished by the Ministry next year as part of defence cuts.

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Shellfish landing base for Wales

In Ireland, a switch to shellfishing in the last four years has already built into a £14-m-a-year industry. On the Welsh side of the Irish Sea a £10,000 feasibility study — with half the cash coming from the Welsh Development Agency's research fund — is expected to show the same potential for success.

Already, the Welsh venture promises to blossom into a £1-m, onshore development with inland shellfish farming augmenting catches brought in from the sea.

It is thought that crab and other shellfish could be grown in the existing man-made ponds built at Pembrokeshire Dock, to contain overflows and leakages from the nest of huge Navy oil store tanks now being made "surplus to requirements."

The rest of the area, cleared by a tank dismantling operation, might be turned into a riverside leisure park. One of the prime targets for shellfish would be the big bed of queen scallops in Cardigan Bay, already a rich source of exports to clams.

But Lt. Cdr. Morris says: "Boats fishing closer to Pembrokeshire Dock would be able, at current market values, to br-

ing in crab cargoes worth over £400 a trip. We would process European edible crab in our own factories.

There seems no reason why the feasibility study should not show firm economics. What will be needed then is plenty of political muscle to put the right amount of funding behind a project that would be stored and exported live to the Continent."

He sees no conflict of interest between the Pembrokeshire plan and proposals to form a fishing co-operative at Milford Haven. "The crab will be landed on the Llanion jetties by local fishermen and the recent news of a co-operative could mean that this initiative can be harness-

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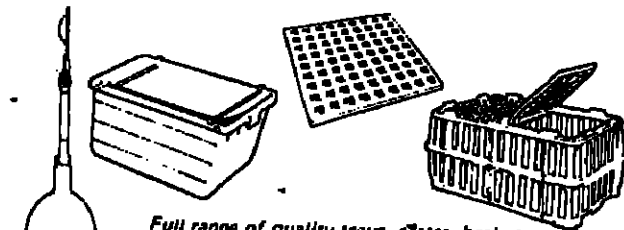
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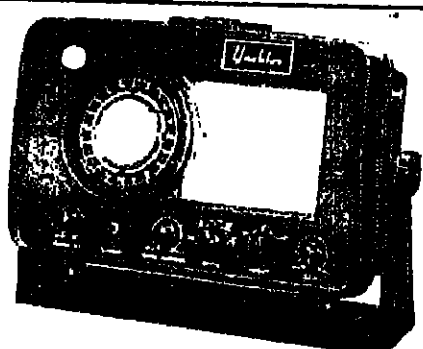
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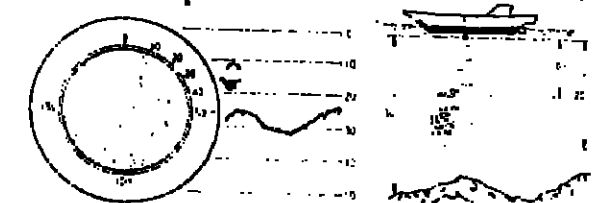
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FLEETWOOD LOSES TWO MORE SHIPS

FLEETWOOD has lost two more trawlers from its fleet — *Boston Explorer* and *Craigmillar*. First to go was the pocket trawler *Craigmillar*, which had N. Ward and Son. She then came under new ownership, but continued to fish locally under Ward management.

Doris Newsham, Wards' manager, said last week: "Her owner, Commander A. C. Hamilton from Kent, has not made a single penny from her since he bought her from us two years ago. He has reluctantly taken this step to withdraw the ship and send her to Mallaig because he cannot afford any further losses."

"All trawlers over 60ft. in length have to be unloaded in

the fish docks because of local port rules and this has proved too expensive to allow the ship to break even.

"We, at Wards, own four ships of about the same size and times are very hard for us. There must be a question mark over ships of this size — including our own — staying at Fleetwood."

David Rainford, chairman of Fleetwood Fishing Vessel Owners' Association, said of *Craigmillar's* departure: "It is understandable that certain types of ship — particularly the large trawlers which used to fish around Iceland — are no longer ideal for Fleetwood. But it is a tragedy when *Craigmillar's* class of vessel leaves because they must be the ships of the future for this port."

"Surely the time has come when Fleetwood must adapt to accommodate a new type of fleet based on ships up to 80ft. in length. There is a place for larger trawlers, but from time to time they will leave for mackerel and herring fishing and the market will be starved of fish."

Billingsgate

IT IS NOW a little over four years since Billingsgate reduced its working year from 360 days to about 300 by closing on Mondays — and none of the terrible predictions have come true.

The annual arrival tonnage is much the same (around 50,000 tons) with Tuesday the busiest day. The one real trouble has been overcrowding in the lorry park, with some latecomers being forced to brave the hazards of unloading on the traffic-busy Lower Thames Street. Nor has the congestion been eased by the need to accommodate extra Aberdeen lorries as railway re-construction forces more fish traffic on to the road.

If there was ever evidence that Billingsgate cannot continue to operate on its present site, it is in the suicidal dashes that porters and, indeed, all of us, are forced to make through the constantly increasing heavy traffic now being directed across the front of the market.

While it is true to say that in the main the necessary adaptations to Monday closing have been made, there are individual cases where a little more organisation could have helped. There was the complaint that Danish fish landed at Harwich early on the Monday morning in beautifully loaded containers were then ruthlessly stripped of their protection to be transported on open lorries as individual boxes. Could not arrangements have been made for the whole container to have been uplifted and their contents afforded that much more protection during transportation?

Last week the combination of a good landing of whittings at Rye on a Sunday, a failed ice plant and no Monday market meant that over two tons of fish were condemned. This is a failure on somebody's part, or is everybody doing so well weekend after weekend?



Minister Silkin (right) with Annalong skipper, Thomas Threlkeld, during his visit to the port.

Skiff men's herring

FISHERIES MINISTER John Silkin said last week that he is particularly concerned about Northern Irish fish stocks.

Speaking at the end of a tour of Northern Ireland, he said: "I have come to Northern Ireland because my responsibilities as the United Kingdom Minister concerned cover most aspects of agriculture and fisheries here. My responsibilities include looking after Northern Ireland every bit as much as the rest of the United Kingdom. I would like to assure those in both the agricultural and fishing industries here that I take very seriously the need to uphold Northern Ireland interests in Brussels."

"I am particularly concerned with the conservation of fish stocks around Northern Ireland. For example, when the Mourne herring

stocks came under threat recently the Government took emergency measures to ban herring fishing there."

"But, in view of the exceptional social and economic problems of the local fishing community, we decided it was necessary to give them a short breathing space by means of a limited derogation to enable the skiff fishermen to catch up to 400 tonnes of herring within a mile of part of the coast of County Down despite the general closure of the Mourne fishery."

Mr. Silkin toured Killybegs harbour where he visited a fish processing plant and visited a fish processing plant at Annalong harbour where he met a representative of the Mourne Skiff Fishermen's Association.

'Juno' best on comeback trip

MORE excellent fishing on the North Sea grounds by the Grimsby fleet — and several outstanding trips from visiting foreigners — made sure there was no shortage of fish at the port last week as merchants waited for their first supplies of fish caught on the Icelandic grounds since the herring landing ban was lifted.

BUT middle-water fleet, mostly working the home waters off Scotland, again began the trawler grossings as yet again, the port went through a complete week without a distant-water landing.

Ross Zebra (Skipper Bill Kelly) got the firm away to a good start with £22,224 from the Monday market after landing 683 kits, including 300 of dog codstuffs and 100 of haddocks, from 15 days in the North Sea.

Then Ross Cheetham (Skipper Tom Ross), with 600 kits of cod in an 88-kit turnout from 14 days, landed £21,534 and Ross Kelly (Skipper Barry McCull), on her comeback trip after being laid up, made £20,837 from the week's largest single landing of 1,008 kits which included 785 of 'blacks'.

Best trip

Finally Ross Juno (Skipper John Roberts) weighed in with the best haddock trip of the week to gross £24,532 from 905 kits after 14 days. The earnings were the best of the week by a Grimsby vessel and the big landing included just over 400 kits of cod and 400 of haddocks, mostly medium.

Taylor's best came on the very last market when Yesso (Skipper Peter Brown) grossed £17,121 from 620 kits of cod and haddocks after 15 days, while Tokio (Skipper Jimmy Gladwell) made a

whirlwind £12,488 with a turnout of 508 kits, largely dogs, in just nine days.

For the second week running the Jubilee agency collected the top seiner trip with £11,159 by Anne Scott (Skipper Marius Dam) with 282 kits of cod and plaice. Otherwise nearly all the top agencies got a share in the top trips.

One more

Ulla Viola (£10,892) was Consol's top tripper, ahead of Sleight's Kesteven (£10,387), Chapman's Arcona Bay (£10,368) and Danbrit's Doran (£9,395), but only a handful of seiners made less than £6,000, usually from broken trips, and if the weather holds most vessels should get in at least one more trip before the winter lay-up.

Of three pair teams which landed during the week Green Valley (Skipper Roger Younger) and Geiser (Skipper Mike Clark) headed the list with a combined £25,924 through the Danbrit agency, but United's Samantha and Tina (skippers Hugo and Peter Thinnesen) were only just behind on £23,630.

Also bolstering Grimsby's supplies last week were several good landings by EEC vessels. By far the best was the £27,734 grossing by Marbi (0 33), a port record at Grimsby for a Belgian beamer, with 634 kits of plaice and lemons sold through the Hamling agency.

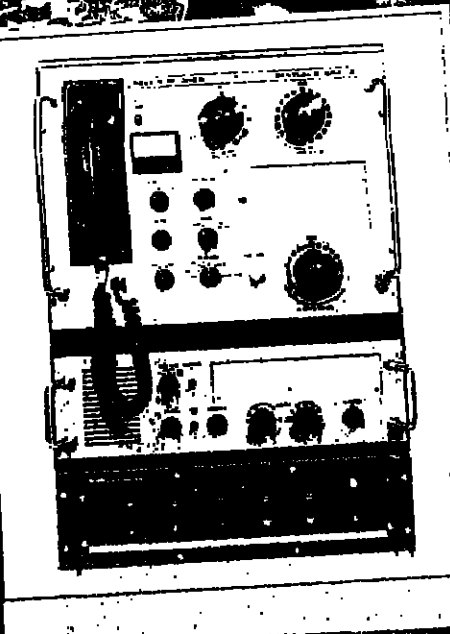
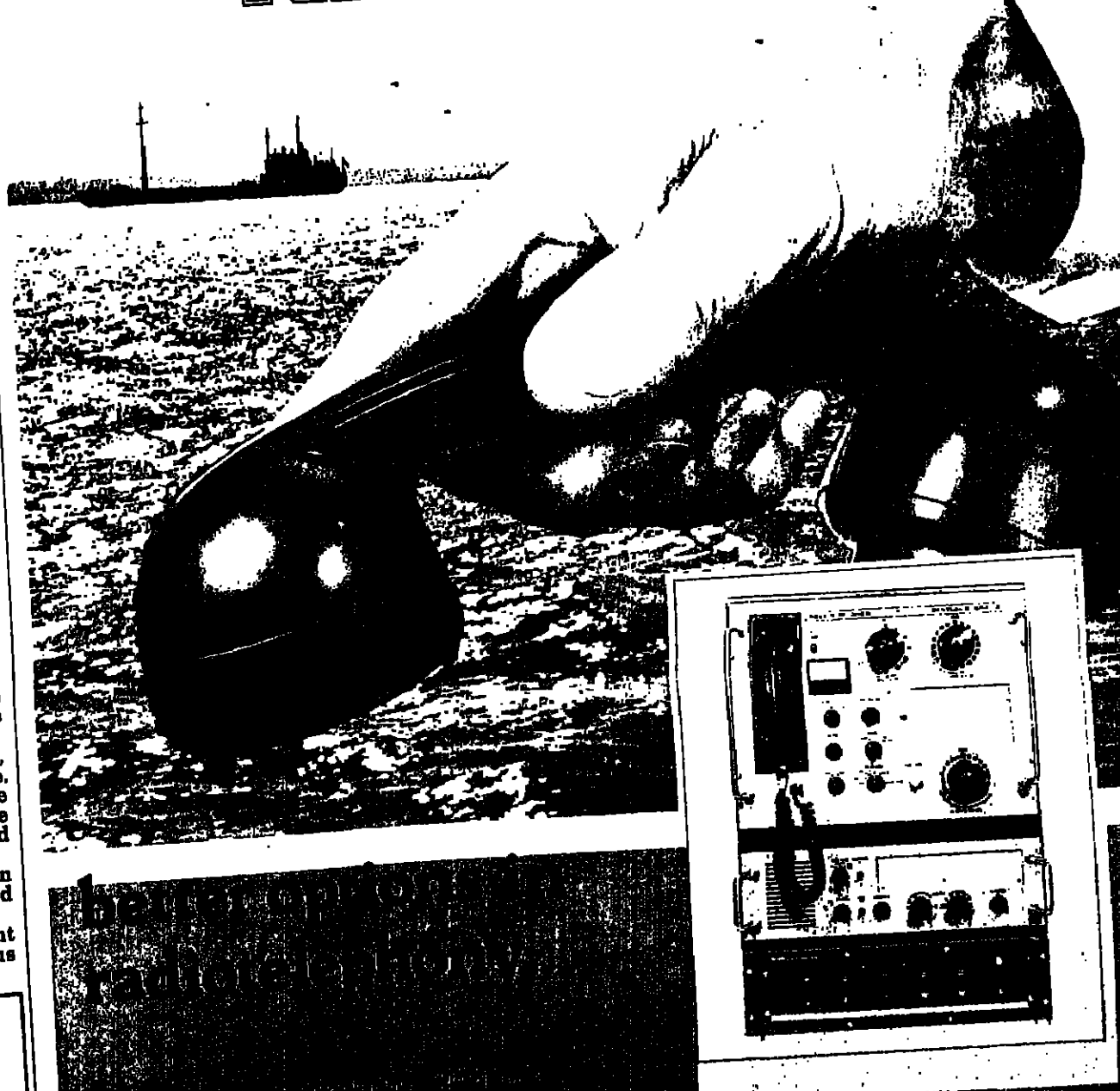
'FREEBOOTER' NOW BACK IN THE LEAD

BOYD LINE'S Arctic Freebooter has regained the leadership in the British Freezer Trawler Challenge Competition after lying third for a month. Meanwhile, Kurd has slipped to third with Pict, another BUT vessel, continuing to hold second place. Thirty-three Hull ships — 32 full freezer and the part freezer Lord Nelson — figure in the latest table issued last week which covers the situation to the end of July.

Of the 23 placings, BUT held nine, J. Marr and Son four, Boyd Line three and Thos Hamling and Co. and Boston Deep Sea Fisheries, two each. The freezer trophy top 20, with both tonnes caught and points earned (positions held in the previous monthly table appearing in brackets) are:

Position	Vessel	Tonnes	Points
1 (3)	Arctic Freebooter (Boyd)	1426.0	18,569
2 (1)	Pict (BUT)	1276.4	18,785
3 (1)	Kurd (BUT)	1206.2	17,104
4 (11)	Dane (BUT)	1188.4	16,799
5 (8)	Kirkella (Marr)	1181.7	16,780
6 (7)	Ross Illustrious (BUT)	1127.4	16,618 EST
7 (8)	Roman (BUT)	1269.3	16,264
8 (4)	Invisible (BUT)	1093.2	15,458 EST
9 (14)	Arctic Buccaneer (Boyd)	3787.2	15,360
10 (13)	Swanella (Marr)	1080.5	15,102
11 (6)	Coriolanus (BUT)	1062.3	15,089 EST
12 (9)	Arctic Galliard (Boyd)	3065.5	14,338
13 (17)	St. Benedict (Hamling)	3655.3	14,190 EST
14 (10)	Kelt (BUT)	2481.3	13,917
15 (18)	Princess Anne (Boston)	2470.2	13,497
16 (12)	Northella (Marr)	267.6	13,163
17 (19)	St. Jerome (Hamling)	2141.2	12,789
18 (16)	Southella (Marr)	2139.6	12,469
19 (24)	Sir Fred Parkes (Boston)	2139.6	12,469
20 (18)	Ross Vanguard (BUT)	855.0	12,279 EST

KH RADIO



'Marigold' on a inner with colour sounder

IT IS always pleasant to talk to skippers who are happy with their boats. It was just over two years ago that Skipper Peter Duncan took delivery of the 80ft. steel-hulled seiner-trawler *Marigold* from Bideford Shipyard in North Devon.

He recently told *Fishing News*: "She's a fantastic boat. I have had no problems with her whatsoever."

Skipper Duncan spoke very highly of the workmanship of the Bideford yard and also said that *Marigold* is a very good seaboot.

One day

Marigold was recently fitted with the first Marconi Kodak Chromoscope K echo sounder to be installed in a Scottish vessel. This unit presents information in colour on a TV-type screen and Skipper Duncan is delighted with its performance.

"It's a terrific machine," he said. "For the first six trips after fitting the sounder we were back in the market after only one day's fishing with catches of up to 400 boxes."

Skipper Duncan said that the sounder's main advantages are that it discriminates between fish and feeding stuffs, and between hard and soft ground.

Marigold is one of the 400 or so white fish boats which land at Peterhead and, during the 12 months ending on September 30, this huge fleet put ashore 1,530,339 boxes

PETERHEAD a monthly report

which sold for £28,726,629. This was an average price per box of £18.77.

For some time it has been evident that the 6,000-box capacity fish market is no longer adequate. With as many as 76 boats landing in one day, it is often necessary to hold second sales which results in a mad scramble to offload catches in time for the auction. This generally causes delays for all market users.

The largest landing in recent weeks was a colossal

11,174 boxes and, although boxes can be stacked three or four deep, this is not satisfactory from either the fishermen's or buyers' point of view.

Work will start shortly on the erection of a 240ft. extension to the existing market. It will provide accommodation for a further 4,000 boxes and should eliminate the need for second sales.

Scheduled for completion next spring — just in time for the summer rush — the extension will also house offices

and stores for the fishery. The cost of the extension will be met by the local authority, the Department of Agriculture and Fisheries for Scotland.

The harbour is also concerned with the four vessels which are no longer in demand.

For instance, the *Eastern Dawn* was booked to leave in September but is still waiting for the start of October.

Urgency

At one time, the need for repairs was so urgent that the *Marigold* had to be taken to the yard for repairs. Instead, the yard considered by a matter of days is the slipway demand for repairs.

ground which has always been clean.

"It took us five hours to haul in our gear and, then, we could only get a bit of the net out of the water, together with only a few feet of the hawser. We towed the lot back to Peterhead and got a crane to heave it all up."

Skipper Nicol said that the hawser was found to be 800ft. long and about seven inches in diameter. It weighed about 15 tons.

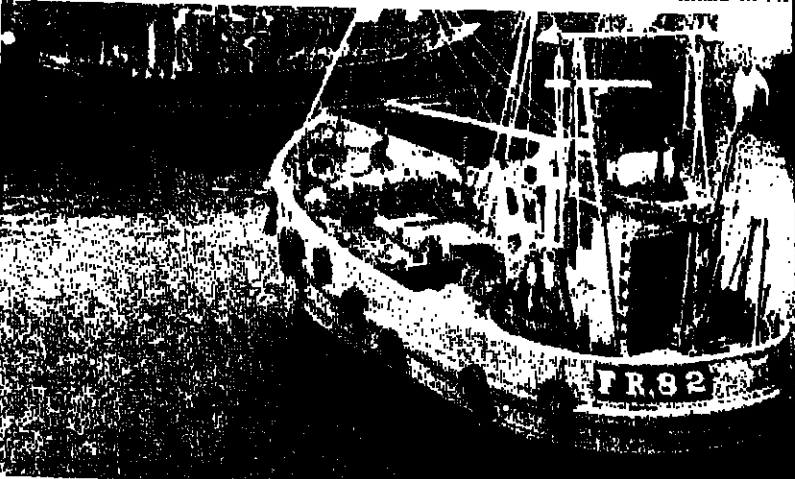
He said: "It can't have been there for very long because we have towed those grounds for years and have never found any obstacles."

All *Eastern Dawn's* fishing gear, including bobbins and warp, has been ruined, and Skipper Nicol has put in a claim for compensation for loss of the gear and fishing time. — GLORIA WILSON.

Debris, particularly that from oil-related activities, continues to be a severe hazard for the fleet. One of the latest casualties was the 66ft. wooden-hulled inshore trawler *Eastern Dawn* which is working out of Peterhead under Skipper Forbes Nicol of Fraserburgh.

Her fishing gear was ruined after becoming fouled on a huge steel hawser some five miles SE of Buchan Ness. Skipper Nicol told *Fishing News*: "Our net came fast on

Left: *Eastern Dawn* — hawser 'welded' to her prop. Above right: *Marigold* has been making quick trips with the help of a Chromoscope K colour echo sounder. Right: fish for second sales. A new extension should make this a thing of the past — even on the heaviest landing days.



Above: fish and oil mix at Peterhead. Crewmen from the Buick trawler *Melanus* mend their net near an oil rig (background) moored in Peterhead Bay for servicing.

Below: a big queue is building up to use the slipway, but a plan to speed-up repairs by building a roof had to be abandoned. Seen on the slip are *Gratitude*, *Gai Vive* and *June IV*.



50 years ago

Recalling some of the stories which appeared in our columns this week 50 years ago.

OCTOBER 20, 1928

MATE of Hull trawler *Octavia* killed instantly as trawl snags on an obstruction and deck board breaks. The board pushed him into the winch and a warp pinned him on to the drum.

ABERDEEN Town Council to discuss £104,000 plan to extend Aberdeen fish market.

ISLE of Man Fisheries Board to start giving boat loans to fishermen at a very moderate rate of interest.

THORNYCROFT, the engine manufacturers, sending an omnibus on a port tour to show off its products.

GERMAN steam trawler *Claus Bolton* lands largest catch of herring this year at Fleetwood. She had 1,020 boxes (300,000 fish).

TWO distant water trawlers being built for Aberdeen. The orders were placed long before local merchants complained the port's owners "will do nothing" to promote fishing off Iceland.

WHITE FISH AUTHORITY TRAINING COURSES 1979

FISHING GEAR TECHNOLOGY (5 DAYS)

Week commencing

8 January	20 to 75 hp vessels*
29 January	20 to 75 hp vessels*
5 February	20 to 75 hp vessels*
26 February	150 to 500 hp vessels*
19 March	500 to 1000 hp vessels*
2 April	20 to 75 hp vessels*
23 April	75 to 150 hp vessels*
7 May	150 to 500 hp vessels*
4 June	500 to 1000 hp vessels*
18 June	1000 hp + vessels (emphasis on pelagic trawls)*

ACOUSTIC FISH DETECTION (5 DAYS)

15 January	HULL
23 April	HULL
14 May	PITTENWEEM
11 June	PETERHEAD
25 June	BUCKIE

COASTAL FISHERMEN'S ENGINEERING COURSE (5 DAYS)

22 January	FLEETWOOD
19 February	FOLKESTONE
26 February	NEWHAVEN
5 March	PORTSMOUTH
26 March	BRIXHAM
2 April	NEWLYN
30 April	NORTH SHIELDS

ELECTRICS & HYDRAULICS FOR MIDDLE & DISTANT WATER ENGINEERS (5 DAYS)

12 February	HULL
14 May	HULL

BUSINESS & FINANCIAL MANAGEMENT FOR FISHING VESSEL OWNER/OPERATORS (5 DAYS)

12 March	HULL*
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ENGINES, ELECTRICS & HYDRAULICS FOR INSHORE FISHERMEN (5 DAYS)

7 May	PITTENWEEM
4 June	PETERHEAD
18 June	BUCKIE

MARINE SCIENCE FOR FISHERMEN (5 DAYS)

29 May HULL*

BUSINESS MANAGEMENT IN FISH PROCESSING & MARKETING (3 DAYS)

12 February HULL*

FISHERIES TECHNOLOGY & MANAGEMENT (12 WEEKS)

2 April HULL*

Courses marked thus * will be held at the WFA Fisheries Training Centre in Hull. The remaining courses will be held in the WFA Mobile Training Unit at the ports indicated. All courses except the one in business management in fish processing and marketing (fee £75) are FREE to members of the UK fishing industry. Details of fees for overseas personnel are available on request.

APPLICATION FORM

WFA

To: The Training Manager, White Fish Authority, Industrial Development Unit, St. Andrew's Dock, Hull, HU3 4QE
Telephone: 0482-27637
Telex: 527261

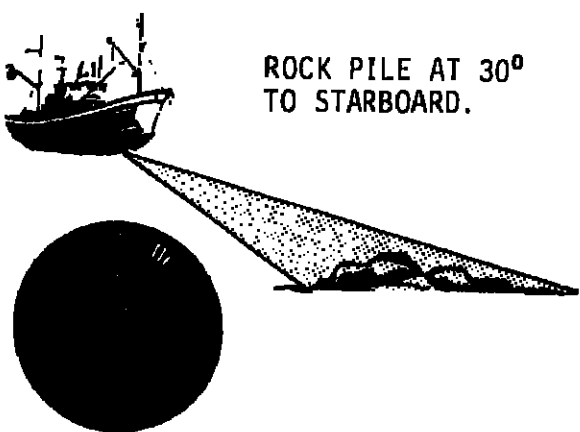
I would like to enrol for the course in
Date of course.....
Please send me more details about the following course:
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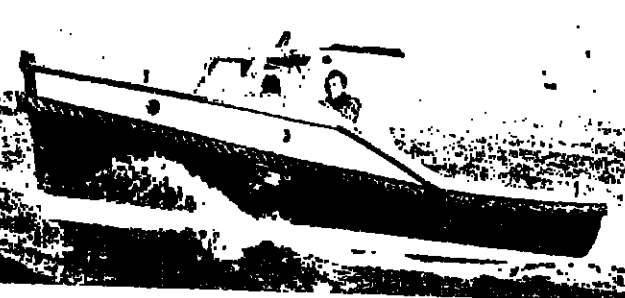
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Two-man lining system

A NEW-TYPE long-lining system named the TILiner, has been developed by MARCO of Seattle, USA, for use in small and medium sized vessels.

Even though it is made a long way away, it does merit consideration if you are thinking of installing automatic equipment in a boat because it makes use of a bait cutter and bait trough, and can be worked by only two men.

Principal component of TILiner shooting or setting equipment is a setting stand which is mounted close to the taffrail and incorporates a bait trough and chute, and has a brake for controlling the line. It is designed so that two spools of line, complete with snoods or branch lines, can be attached to it.

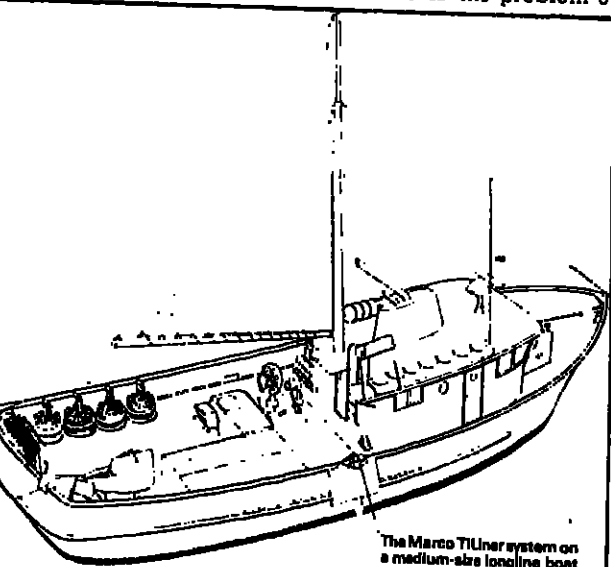
Principal components for hauling are a roller designed to be mounted on the rail amidships and to take twist out of the line as it comes in; a hydraulic hauler with horizontal sheave controlled by a foot pedal; an idler arm and sheave; and a take-up power head for reeling the line on to spools.

The latter components are installed amidships practically in line with the TILiner roller. The bait cutter is installed amidships aft of them and filled spools are stowed in the stern, on the opposite quarter to the setting stand.

Procedure for shooting is to fit two spools of line on the setting stand and to put a buoy over the stern. As you go ahead, line with snoods and hooks attached is pulled through the bait trough and then overboard through the chute.

Stiff brushes are fitted in the latter to ensure that baits are firmly hooked and that loose bait is not dragged overboard. Line tension during the operation is controlled by operating the brake.

When hauling one man



stands by the rail to gaff fish, to ensure that the roller is adjusted so that snoods do not wind around the line, and to manoeuvre the boat by means of remote engine and steering controls.

The other stands between hauler and power head or spooler and controls the hauling operation by means of the foot pedal. At the same time he places hooks on the spokes of the spools.

The TILiner bait cutter is hydraulically driven and can be operated at any time. It

John Burgess' Log



will cut fresh or partially frozen fish of practically any size into pieces of bait at a rate of over 500 a minute.

The TILiner system has been patented in Great Britain as well as in the United States, Canada and other countries. More information is obtainable from the Marine Construction and Design Co., 2300 West Commodore Way, Seattle, Washington 98199, USA.

Small craft seining

I HAVE frequently been asked by owners of boats under 40ft. long whether they could use them for working seine nets.

I have invariably replied that I did not think so because they would not have enough deck space to stow adequate coils of rope.

If the same question were to be posed today, I would answer differently. I would suggest that the inquirer gets in touch with the Anglo-Danish company in Grimsby and find out whether they could supply him with Grenaa Stunt-machines (rope reels) suitable for use in his particular boat.

If deck lay-out in the boat approached the conventional — with wheelhouse either forward or aft — it is more than likely that the firm

They are clearly as effective an answer to the problem of stowing large quantities of rope in small craft as power blocks are to the problem of

hauling seine nets with a small crew.

Equipped with Stunt-machines and a power block it is possible — as has been demonstrated in Denmark — to operate a seiner with a crew of two.

Installation of such equipment does not, of course, mean that a boat owner who lacks experience of working seine nets can do so successfully until he has acquired the necessary skills.

Stunt-machines are made by Grenaa Smedie og Maskinfabrik A/S at Lillegade 39, 8500 Grenaa, Denmark, and are sold and serviced in this country by the Anglo-Danish Marine Engineering Co. Ltd., Robinson Lane, Fish Docks, Grimsby, South Humberside.

... and sounding

"I HAVE an 18ft. open clinker-built wooden boat used for working lines and creels.

"I would like to fit an echo sounder in her with a graphic type recorder — which would have to be weatherproof — designed for use in depths to 60 fm. Do you know of any instruments which might be suitable and who supplies them?"

■ The ND 200 sounder, which will record echoes from fish and the seabed in depths to 300 fathoms, might suit you very well. It is obtainable from Grange Marine Services Ltd., Burnfoot Lane, Falkirk, Scotland.

So might the Necom 202S sounder which is obtainable from Neco Communications Ltd., Enesco House, The Quay, Poole, Dorset.

Giant gear catalogue

A COPY of the latest catalogue issued by Telesonic Marine Ltd. from 243 Euston Road, London, NW1 2BT, can be very handy.

Travelling long distances to major fishing ports and/or exhibitions to inspect and compare the merits of various electronic instruments can be an expensive business nowadays. So can writing or telephoning individual manufacturers and suppliers for particulars and prices of their products.

So an outlay of £5 for the catalogue could save you much more in the long run. It is the most comprehensive catalogue of electronic, life-saving and general equipment that I have ever seen. The company can supply an astonishing variety of equipment made by leading makers in this and

other countries. And practically all of them are well illustrated and described in detail.

There are photos and descriptions of no less than 15 VHF radio telephones, several of about 30 MF and HF sets. Also, particulars of all sorts of aerials and coils which can be supplied for use in conjunction with them. There are also details of a number of communication and watchkeeping receivers, survival and rescue radio sets.

Other equipment listed in the 580 pages are radio direction finders; radar; automatic pilots; echo sounders; sonar logs; any kind of navigational instrument; fog horns; signalling lamps and search lights; clear view screens; any item of electrical, heating and/or cooking equipment; fire-fighting equipment; anchors; inflatable liferafts; outboard engines; steering gear; and even sets of international code flags.

A feature is information on basic R/T procedure, radio rules requirements, radio interference suppression, electrolysis and boats, radio direction finding, automatic pilotage; echo sounding and so on.

A section, towards the end of the catalogue, on miscellaneous items which the company can supply is also of considerable interest. If you should happen to want flexible fuel or water tanks, a helmsman's seat, a deck covering material, alkaline batteries or chocks for stowing a Bruce anchor, you can get all or any of them from Telesonic Marine.

Sharks and game fish

"CAN YOU tell me, or tell me where I can get, particulars of the sharks and big game fish which are to be found in waters around the British Isles?"

■ Particulars and illustrations of Porbeagle, Blue, Mako, Thresher, Greenland, Bramble or Spinnous, and Six-gilled sharks are contained in a book called *Big Game Fishing in British Waters* by David Carl Forbes.

So is information about Tope, Broadbill Swordfish, North Sea Tunny, Halibut, Skate, Conger Eels, Monk and Angler Fish.

The book was first published by David and Charles (Publishers) Ltd., South Devon House, Newton Abbot, Devon in 1972.

Diesel supplies

"I HAVE bought a MAG Type 1057 DRT X11 diesel for my boat but it has no gearbox and I shall have to get one as well as suitable stern gear. Do you know of any concern which could supply both?"

■ It is possible that T. Norris (Industries) Ltd., 6 Wood Lane, Isleworth, Middlesex, would be able to supply all your requirements.

The company is an agent for the sale of PRM gearboxes made by the Transmissions Division of Newage Engineering Ltd. in Coventry and one of other of those in the range is likely to be suitable for use with your engine.

It can also supply couplings and other equipment that you may need.

October 20, 1978

WFA adds new courses

THE WHITE Fish Authority has announced a programme of 31 fisheries training courses for the first half of 1979. From January to June, 14 courses will be held at the WFA fisheries training centre in Hull and 17 in the mobile training unit at English and Scottish ports.

Brixham, Buckle, Fleetwood, Folkestone, Newhaven, Newlyn, North Shields, Peterhead, Pittenweem and Portsmouth are the ports to be visited.

All WFA courses are designed to provide practical instruction on topics of direct importance to professional fishermen and other relevant personnel, and lean heavily on involvement.

All courses — except the one in business management in fish processing and marketing (see £75) — are free to members of the UK industry. Details of fees for overseas personnel are available on request from the WFA Industrial Development Unit.

Courses to be held in 1979 are:

Fishing gear technology (five days). These popular courses have been re-graded into smaller horsepower groups. Separate courses are now provided for 20 to 75 hp; 75 to 150 hp; 150 to 500 hp; 500 to 1,000 hp and 1,000 hp plus vessels.

Full use is made of the WFA flume tank and about 75 per cent of each course is spent performing experiments with model vessels. Fishermen attending the course for 20 to 75 hp vessels are also taught net making, hanging and roping out. The first two courses also cover gill netting, tangle nets and trammel nets.

Acoustic fish detection (five days). Designed for skippers, electronics managers and others concerned with fish detection equipment. Programme includes fish behaviour, echo sounders, bottom expanders, fishpulsers, net sounders and sonar.

This practical course uses sophisticated training aids to give a firm grounding in the operation, adjustment and interpretation of modern fish detection equipment.

Coastal fishermen's engineering course (five days). A new course of particular interest to the small boat operator. Syllabus includes engines and small boat electricals (1½ days), hydraulics (1½ days) and small vessel fish detection equipment.

The course is designed to give fishermen an insight into the problems of buying and maintaining small boat equipment. It also serves as a lead in to the more advanced courses in engines, electricals and hydraulics for inshore fishermen, and the other WFA course in acoustic fish detection.

Engines, electricals and hydraulics for inshore fishermen (five days). This one is aimed at helping inshore fishermen to diagnose and rectify simple faults which comprise most of today's breakdowns in the engine room and in small boat hydraulic systems. Covers types of engines (advantages

and disadvantages), control systems, turbo-chargers, electrical generation and distribution equipment, hydraulic power transmission, winches and power blocks.

Business and financial management for fishing vessel owner/operators (five days). A new course to be run for the first time at Hull in March 1979. It is designed to give the inshore vessel owner/operator a basic grounding in the financial aspects of running his vessel. Topics to be covered include tax, depreciation, day-in-day profit and loss accounts, annual balance sheets, and sources of finance for new vessels and improvements.

Marine science (five days). Covers aspects of oceanography, meteorology, marine biology and fish behaviour relevant to fishing. Topics include ocean currents and tides, fish migration, ecological chain, reaction of fish to gear, and the effects of the marine environment on fish behaviour.

Business management in fish processing and marketing (three days). This course is designed to assist all levels of management in fish processing and marketing to improve personal and corporate performance in a variety of business situations. Programme includes corporate finance, marketing management, plus planning and control. There is a business management game and lectures by guest speakers.

Fisheries technology and management (12 weeks). Designed for developing countries, this course gives government fisheries department staff an appreciation of the problems involved in the administration of national fisheries development policies.

Much of the course material concerns the application of fisheries development and management programmes in the field. The main areas of study are fisheries management, fish location and abundance surveys, fishing gear technology, fish handling and preservation, fishing vessel technology, marine science and fish farming.

Further details can be obtained from the Training Manager, White Fish Authority, Industrial Development Unit, 5th Avenue Dock, Hull, who advises that early booking may avoid disappointment.

FISHING NEWS

• visits to ten ports
• making vessels pay



Instructor John May checks out a Furuno FUV-II sounder in the mobile training unit.



"Our Detroit is the best haul we've made"

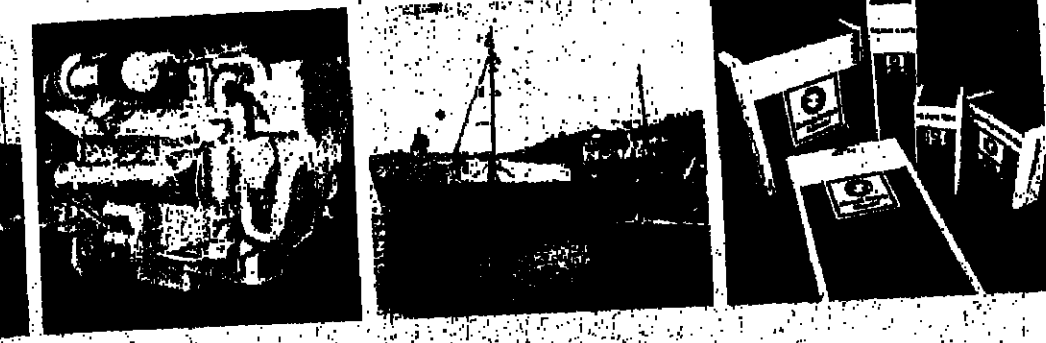
Says fisherman and trawler operator Bill Mason of Teignmouth, Devon. "We spend an average of 100 running hours per week at sea. Fishing is our livelihood and we need reliability for our 60' boat. The 12V71 Detroit Diesel engine is compact, powerful and extremely reliable. We have to handle some pretty rough weather sometimes and it's reassuring to know that we can depend on our engine and not worry about breakdowns. We chose the Detroit 12V71 because we've had experience with this engine

before and we know that it's dependable and tough. What's more, its reasonably priced and the service facilities are excellent". Professionals like Bill Mason know a good engine when they see one and the choice of a Detroit Diesel for his boat will bring him not only great power and economy but also the backing of the world-wide Detroit spares and service organisation. We have a brochure giving details of the Detroit 12V71 — may we send you one?

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Death of a great trawler...

SOMERSET MAUGHAM, the five times Silver Cod Championship winner, lies in the Draper ship-breaking yard at Hull ready for scrapping. Workmen are dismantling the side trawler Ross Trafalgar (foreground) and Somerset Maugham looks next in line for the chop.

Skipper Bill Bretell of Hull made his name in this 780-ton Beverley-built sidewinder which has been operated by Newington Trawlers since she was built in 1961. She paid for herself many times over, he said.

TANK MAN SETS UP TRAWL FIRM

THE White Fish Authority Industrial Development Unit has announced staff changes at its fisheries training centre in Hull following the departure of the company at a north-east coast port.

Mr. Robertson, 38, an acknowledged expert in fishing gear technology, and a master mariner, joined the WFA in 1968 as a fisheries development officer. He was appointed tank superintendent during the building of the centre in 1975.

A native of the Shetland Isles, Mr. Robertson served in the Merchant Navy for ten years before joining the WFA. His new company is called Jim Robertson Nets Ltd., and based at Union Road, Fish Key, North Shields.

It will provide an advisory service for customers and concentrate mainly on demersal pair trawls.

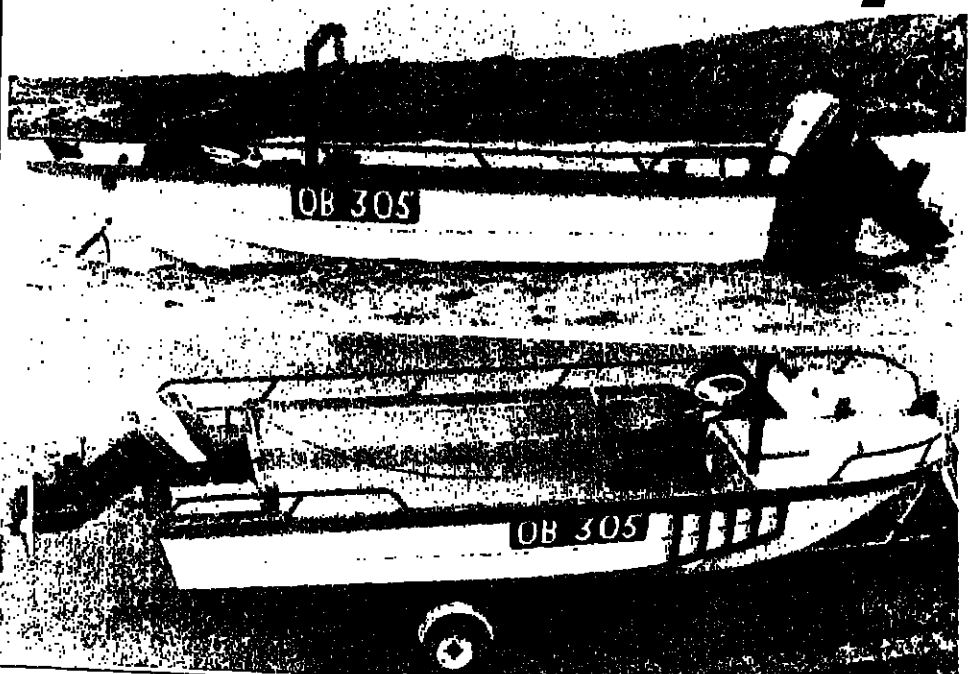
The training centre's flume tank will now be administered by Duncan Amos, the training manager. Mr. Amos, who joined the WFA in 1970, has played a key role in developing its training programme.

David Wileman assumes the title of Gear Technologist and will be responsible for fishing gear development at model scale as well as for general contact with the industry on matters relating to flume tank experimental work. Mr. Wileman joined the WFA as a fisheries instructor in 1975 and before that was a gear technologist at the Marine Lab.



James Robertson

Forward helm on latest fast dory



WHY FISH GET OFF THE HOOK

THE Norwegian Fishery Technology Research Institute at Bergen has undertaken a study of the reactions of cod and other species to bait and hooked lines, with a view to improving the catches from long-line fishing.

Researchers have made use of submersible TV cameras which have shown that the fish are normally able to escape from the hooks far too easily, adding insult to injury by making off with the expensive bait.

As part of the tests, a new hook design has been introduced which has proved far more effective in retaining fish after the initial bite. The hook has already proved its value by improving long-line catches.

However, the newly designed long-line has yet to be put into production because further parts of the overall research programme have yet to be carried out.

The problem is that long-lining is employed in vastly differing geographic areas, at depths.

The studies so far have been centred on activities off the coast of Finnmark during the summer and autumn only.

The researchers believe that the conditions which obtain in this area cannot be considered as representative for all the areas where this fishing technique is employed. Different times of the year may also provide varying results.

One of the attendant problems with the research programme is the need for improved lighting at great depths for monitoring purposes. The Ocean Research Institute is co-operating in the programme to help overcome these difficulties.

THE HELM has been moved forward in the latest version of the Fastworker 17 Dory (above), which is now working 500 creels (ten strings of 50) for netrops from Argyll.

Sandy MacIsaac, her skipper-owner, specified an extra high gunwale rail which enables most sizes of pots to be stacked three or four high, making it possible to work large fleets.

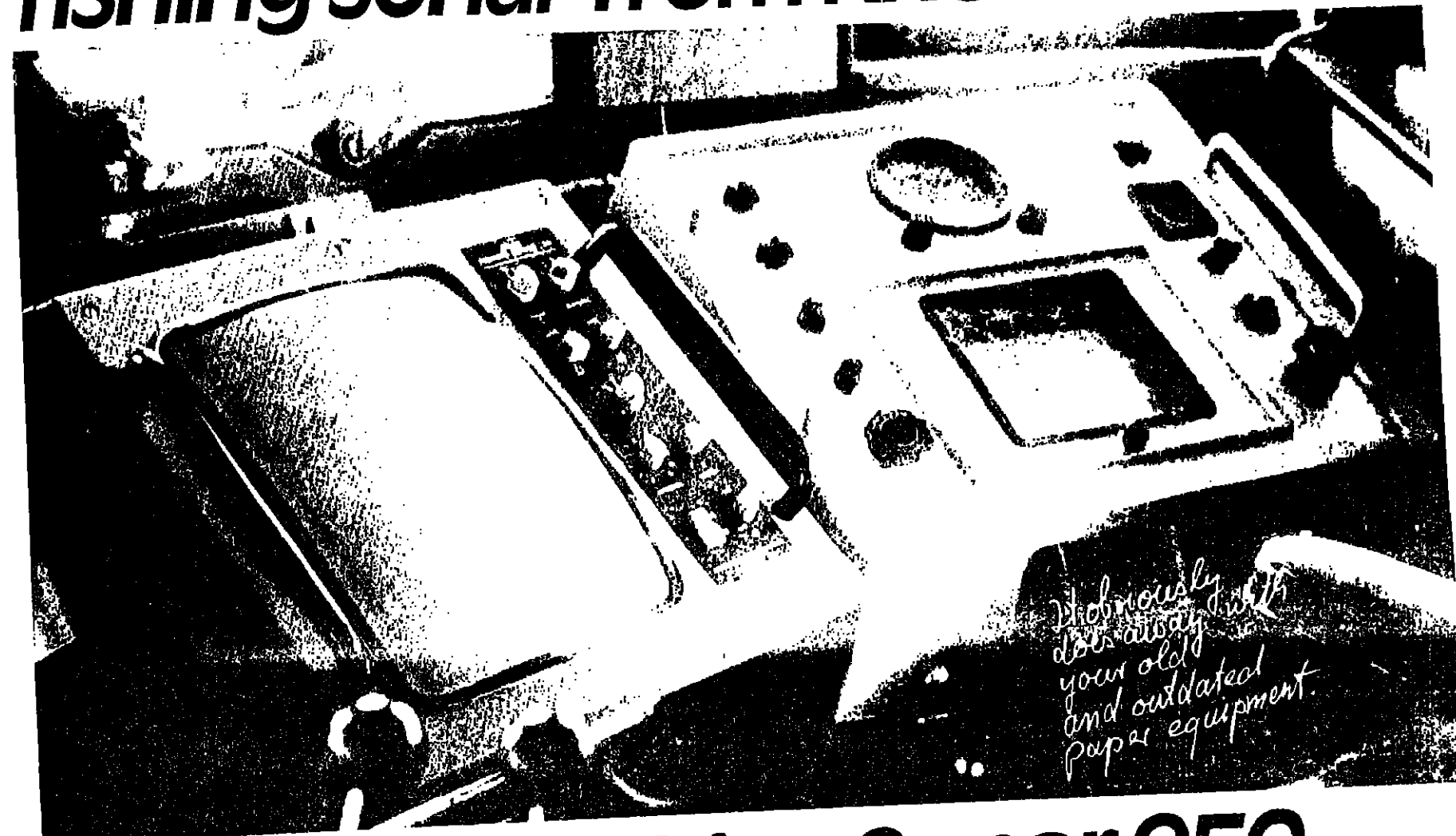
The winch engine is now mounted under the foredeck and the deck is clear; all winch and boat controls are at hand. A smoked perspex spray shield protects the helm console and the upholstered seat swivels to allow easy access. Power unit is a 55 hp Yamaha outboard.

The price of £1,475 includes a combination of self-heating sheave/capstan head. The Fastworker 17 is built by Mike James of Woodlands, Portsooth, Truro.

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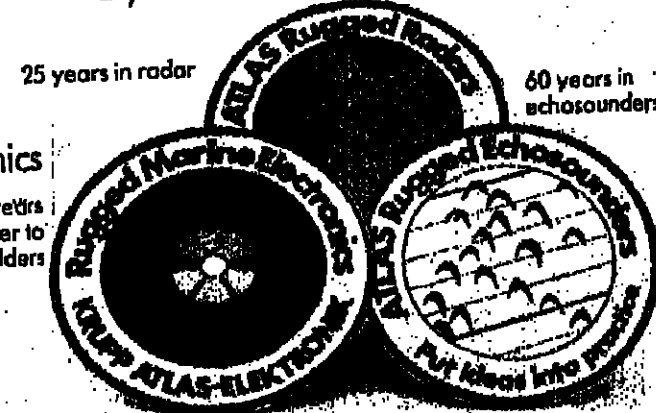
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October 20, 1978

IRISH SOLE HAUL

AN OUTSTANDING catch of soles brought the Irish beam trawler *Marrie Jacob* an excellent grossing at Fleetwood last week.

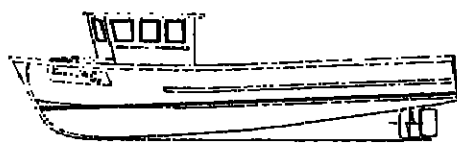
The Howth vessel, which is skipper-owned by Gerry O'Shea, worked the Morecambe Bay grounds before heading to Fleetwood where she landed 173 kits, including more than 80 of soles, which sold for £12,700.

This was the biggest return for the *Marrie Jacob* out of her many landings at the port in recent years. Plaice was her other main variety.



Andree seen in Fraserburgh shortly after being bought by Skipper Ian Duthie. She is due to join in the Cornish mackerel season.

The Kingfisher 42

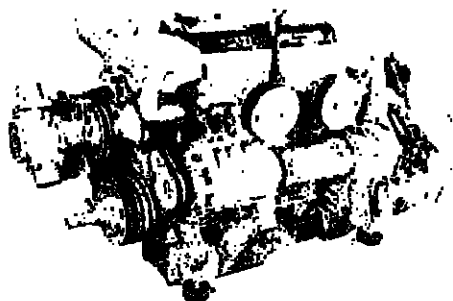


From Southern Nets Ltd. A new purpose built stern trawler of timber — hard chine construction built with two layers 12mm marine ply on Iroko frames and sheathed in nylon Cascover. Forward wheelhouse — fully decked. Transom stern, flared bow, 3 water tight bulkheads. Engine beds.

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BUT SELL ABERDEEN INSHORE BOAT

BRITISH United Trawlers (BUT) has sold the 86ft. *Andree*, which has been white fish trawling out of Aberdeen for the past year, to Fraserburgh owners.

She has been bought by Skipper Ian Duthie and is taking part in the Minch mackerel fishery before moving south for the Cornish season.

Skipper Duthie's former command, the wooden-hulled *Uberous*, has been taken over by his brother, Charles, and the two boats will work together as pair trawlers.

It is understood that the Fraserburgh vessel *Kallista*, which formerly worked with *Uberous*, will remain with the partnership.

Andree has a somewhat involved background. She was one of two sister-ships originally ordered from the Tyneside yard of Ryton Marine by Peterhead skippers in association with the Caley Fisheries Group. They are under construction when the Ryton yard went bankrupt in 1973. Following an abortive attempt by a Whitby yard to fit them out, they were finally completed in 1975 by BUT Engineers (Grimaby) Ltd.

The original skippers pulled out of the venture and Caley Fisheries transferred the boats to its present company, BUT. For a while they worked from Peterhead and, later, switched to Aberdeen.

Both vessels are powered by Mirrales Blackstone engines of 637 hp and are equipped with Robertson winches and net drums, plus Rapp power blocks.

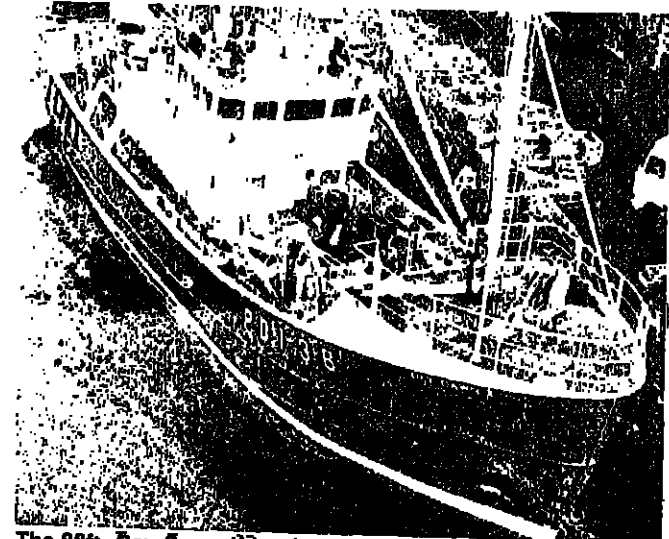
Andree's sister-ship, named *Troilus*, is still working from Aberdeen.

Another boat on the move is the 86ft. Peterhead registered *Day Dawn II*, which has been bought by Skipper Alec Tait of Cairnbulg, near Fraserburgh.

Built in 1975 by Cubow Ltd. of Woolwich for Skipper James Tait of Inverallochy, *Day Dawn II* has been working on white fish out of Peterhead.

She is powered by an Alpha engine of 800 hp and is equipped with Robertson winches and net drum, Rapp net winch and Elac fish finders.

Skipper Alec Tait is at present in command of the 82ft. wooden-hulled boat *Dayey*.



The 86ft. *Day Dawn II* has been bought by Skipper Alec Tait of Cairnbulg. She is seen here in Peterhead when she was fishing under her previous owner, Skipper James Tait.

which is another 86ft. vessel. *Andree*, *Troilus*, *Day Dawn II* and *Ocean Crest* were all built to designs by Tynedraft.

Faroe trawl ruled illegal

ABERDEEN skippers are very angry that the Faroese sold a net to a colleague skipper and then arrested his trawler for fishing with it in Faroese waters.

Now the skippers are wondering if there is one mesh size for Faroese boats and another size for Aberdeen boats fishing middle waters.

Skipper James Hird of the *Starwood* is due back at Aberdeen this week. Because of the "confusion" and harassment of trawlers in Faroese waters over mesh sizes, Skipper Hird bought nets on the island to "make sure it would be legal."

But he was stopped by a gunboat on Monday and charged with using nets with smaller mesh than allowed under Faroese laws.

After Skipper Hird had explained where he had got his nets, the court at Thorshavn said that they would not impose a sentence, but he was ordered to pay court expenses

and a lawyer's fee of £130. Aberdeen skippers claim that, since the introduction this year of the 135 mm mesh, it is almost impossible to make trips viable. Many skippers refuse to go back to Faroe because of the operations of Faroese gunboats in middle waters.

Joe McLean, secretary of the Aberdeen Trawler Officers' Guild, said that he would be investigating the incident.

"I would like to find out if there is something we don't know going on up there. If the Faroese have a mesh size for themselves and one for foreigners, it is very unfair and not conducive to conservation, which they claim is the object of the 135 mesh."

"I will be getting a report from Skipper Hird, and will certainly take the matter up with the Department of Fisheries for Scotland and John Wood Group, which owns the trawler," said Mr. McLean.

Strike delays sailing

A NUMBER of trawlers were delayed leaving Aberdeen for the fishing grounds on Monday when crewmen staged a 24-hour unofficial strike.

The trouble arose when the men heard that the seven-man crew of the trawler *Glen Artnay* had been sacked and replaced by men from Hull.

Mel Keenan, T & GWU district officer in Aberdeen, urged the men, at a mass meeting, to return to their boats. He assured them that *Glen Artnay* would not sail with a Hull crew and said he had secured sea pay for the Aberdeen men until an agreement had been reached with the owners, J. Maur (Aberdeen) Ltd.

Talks were held between the union and the AFVOA, and it was agreed that incoming crews would be stopped pending further talks.

Mr. Keenan said the *Glen Artnay* men had either replaced the Hull crew or taken up other jobs in the company, and further talks would be held in two weeks' time.

Mr. Joe McLean, secretary of the Aberdeen Trawler Officers' Guild, said it was very concerned with the situation, and had also held talks with the owners.

Glen Artnay's Hull skipper and mate had been replaced by Aberdeen officers, he added.

"Our register is now closed for a trial period of three months, and trawl officers coming in to Aberdeen will be vetted by our committee."

"There are not enough jobs to go round, and men from the south taking up berths while our members are left out of work will not be tolerated," Mr. McLean said.

A spokesman for the company was not available to comment before *Fishing News* went to press.

October 20, 1978

Gear firms attacking Iceland market

THE FIRST co-ordinated attack on the Icelandic fishing market by British marine equipment manufacturers was staged at a Reykjavik hotel earlier this month.

Nineteen firms took part in a mini-exhibition organised by the Fishing Division of the British Marine Equipment Council (BMEC) and supported by the British Overseas Trade Board.

They presented a range of products from lifejackets to propulsion systems, marine radar and refrigeration equipment.

Fishing News was there, too, along with its sister-paper *Fishing News International* and quarterly journal, *Fish Farming International*.

The only boatbuilder to attend was Campbelltown Shipyard, which had been given a special invitation as a non-member of BMEC.

The Scottish yard has a special interest in the Icelandic market, having recently sold four 87ft. compact stern trawlers to Faroese owners.

In addition to taking stand space, 11 firms gave papers at a technical Fishing Forum which ran with the show.

All the sessions were well attended and the subjects discussed included how thrusters, CP propellers, refrigeration, safety at sea and radar on a fishing aid.

About 300 visitors — including shipbuilders, vessel owners, fishermen, freezing plant managers, staff from the research institute, ministry of fisheries, and teachers and students from the fishing schools — attended. They looked, listened, asked questions and some talked of orders.

The two-day BMEC mini-exhibition provided a unique and valuable opportunity to get a foot in the door of what for many firms is a new market.

Speaking at the opening ceremony at the Hotel Loftleidir, Jon Arnalds, Secretary-General for the Ministry of Fisheries, said that "past disputes have sometimes overshadowed co-operation; but this is over for ever."

With memories of the cod war fading, Iceland is looking more to Britain for the gear and equipment she needs to maintain her network of shore-based freezing plants and her powerful fleet of modern trawlers.

With the 200-mile limit secure, her industry is on the upturn: catches are improving and prices on the

Two of Iceland's protection fleet at Reykjavik. *Albert* is seen moored alongside the much larger *Odinn*.

major frozen fish markets have stabilised.

There are already signs of a possible resurgence of trawler building on a replacement basis.

Visitors to Iceland are soon informed that not all the new stern trawlers have come up to expectations — especially those from Japan and Poland. And many owners are becoming increasingly keen to exchange large, unprofitable units of 500 tons and above for more compact ships.

In the long-term, therefore, the timing of the BMEC venture could well prove opportune, despite it having taken place at the time of yet another kronur devaluation and during a year when Icelandic inflation is galloping ahead at between 50 and 60 per cent.

There were few British participants at the end of the show who were not glad they had come. They would also like to take part in other shows.

They could well have to wait only until next April for the next one. BMEC's Fishing Division is taking provisional bookings for a fisheries mission to India.

The following firms took part in the BMEC Mini Exhibition. Those in bold type gave papers at the Fishing Forum.

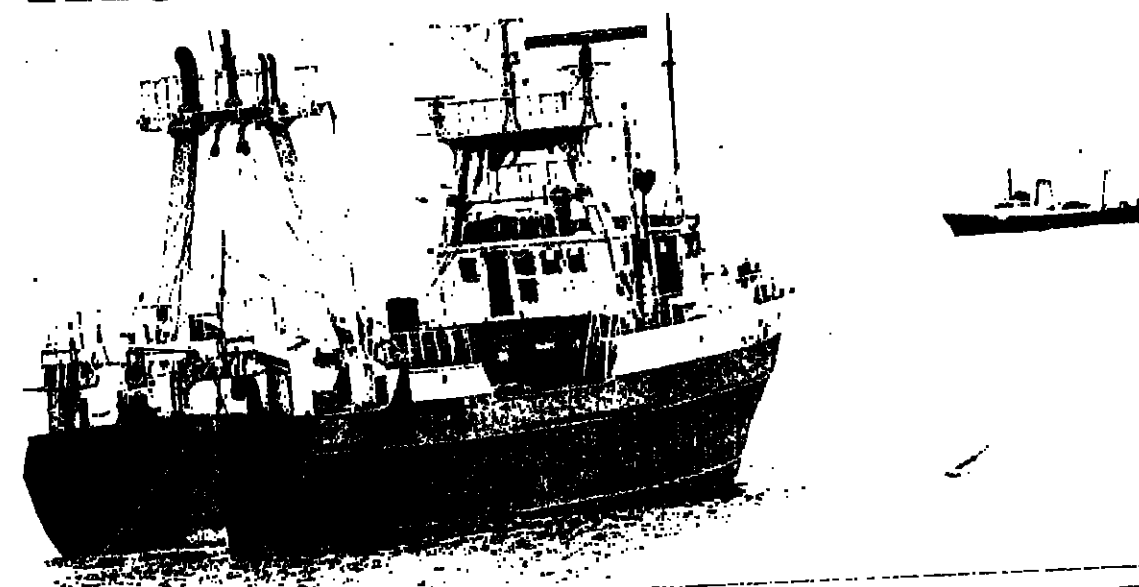
APV Parafreeze Ltd., F. Bamford & Co. Ltd., Campbelltown Shipyard Ltd., Colts Engineering Co. Ltd., Camp Air Reavell Ltd., Dunlop Ltd., "Fishing News", Hall-Thermotank International Ltd., Hamworthy Engineering Ltd., Kelvin Hughes, Kort Propulsion Ltd., R. A. Lister Marine, Newage Engineers Ltd., Newark Ferguson, Pains Wessex, RFD Inflatables Ltd., James Robertson & Sons (Fleetwood) Ltd., Stone Manganese Marine Ltd., "World Fishing".

Units are complete with the exception of motor coupling, suction hose, and hoses from pump to valve (2 lines).

Dealer inquiries welcome

Right: the British Marine Export Council's Fishing Forum logo and (below) their target: supplying the Icelandic fleet. Pictured is *Jon Videll* on the grounds.

BMEC
Fishing
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